

Thames Valley Silent Flyers



LIFT

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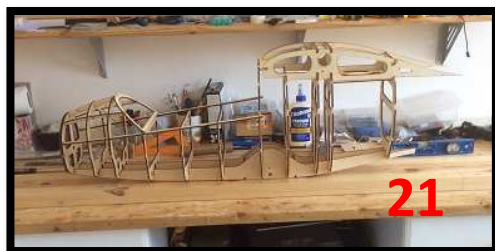
The Newsletter of Thames Valley Silent Flyers

Wales October 2017



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Front Cover
Chris Moynihan taking advantage of the very light winds in the rear garden at CIM farm last spring.

Rear Cover
This photo was voted as TVSF Favourite photo by Mike Fantham In the annual photo competition.



Do you know someone who would like our club newsletter? To order a copy of the next issue (March 2018) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £3.00 which covers P&P. A few back issues are available @ £2, email Tony for availability. Make cheque's payable to Thames Valley Silent Flyers. Orders must be received by the cut off date. - **19th February 2018 for the March Publication.**

Editorial

By Tony Ridler



Another 4 months and my 20th Newsletter although I think of it as a mini magazine.

Wales week this Autumn was a complete contrast to the spring where the hardened slope characters could not get their adrenalin fix due to no wind. This time with winds in excess of 40mph there was a lot of sail preparation in the house on the yachts and much talk of sailing.

The activities at CIM now include mini motor boats, yachts, mini motor bikes, drones, powered models in the rear garden and I almost forget, slope soaring.

The slope day out was another success but as we flew at White Sheet it was a disappointing turn out from WSRFC who were absent. As most of TVSF pilots on the day were also MVSA members, it was pleasant to meet up with other MVSA members who we only see on these occasions.

The AGM is almost upon us, where did the year go! and we will be voting for the committee, should you want me to continue as editor I will be prepared to stand for re-election.

Fly Safely—Tony ➔



Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old? — Anon

I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part. — Lt. Col. John Wittenborn, USAFR.

Eagles may soar, but weasels never get sucked into jet air intakes— Anon.

TVSF Club Meeting Guest Speakers & Events

Club Meeting		Topic	Speaker
November	07/11/2017	Bring and Buy	
December	05/12/2017	AGM	
March	06/03/2018	Update Perlan 2 Project	Roger Stacey

The guest speakers are subject to availability.

Chairman's Chat

By Graham Stallard



Hello All,

A less than ideal year of field access has impacted flying and comps. We have approached Martin to see if we can find a better way of locking the gate to allow better access. The conversation was short with the ideal padlock being the trailer in use. The committee continue to investigate improving this situation however it seems change may come along and may eventually help. A Planning application has been submitted to make Big Barn, Little Barn and West Coates into a SANG, basically a recreational area due to the number of properties being built in the area. We will investigate how we can register our need to make West Coates our field of operation when this happens. In the meantime, although less than ideal, we can fly on Big Barn once again.

The AGM is just but a month away. By the time you read this it maybe we need a new committee member or two. If this is the case we will need others to step forward. It's your club and it needs some members to help run it for everyone's benefit. Looks like it will be a dull AGM as there are no motions, so there should be time to regale attendees with some footage from Wave soaring in Scotland.

The club day out slope soaring and club BBQ have all come and gone with the weather being kind to us on all the events.

We are repeating the club curry night, it is at the Binfield Working Men's club where the club meetings are normally held on Thursday evening 14th December. The menu is Poppadum's and pickles followed by Chicken Curry and rice with Nan and accompaniments concluding with a hot mince pie with custard and ice cream. The time is arrive for 1930 sitting down 2000. The current cost is £15 a head. Please let me know if you wish to come along.

The club talks start again next March with Roger Stacey updating us on the Perlan 2 project. Beyond this I am again looking for speakers to engage is some topics of interest to club members. There is still my talk on soaring the South Downs to come. If you or you know of someone who will deliver a talk please contact a committee member so that we can follow it up.

Hope to see you flying.

Graham



The September 3 way club day out.

Graham Stallard



Once again, a day out slope soaring was arranged for the 7th September together with the MVSA and WSRFC clubs. The slopes at other clubs had been OK'd but the forecast leading up to the day was less than ideal. In the end despite the possibility of rain the day out was on, with a trip to White Sheet, everyone's favourite.

I arrived, but was unable to find the orange disk or peg board. Arriving at the actual slope I was the third to arrive. It seems the disk and peg board have been put somewhere very safe as no one there or through the day (including White Sheet cub members) knew where they were. Plan B.

The wind was on the slope although with rather more West than was ideal. Never mind that, the wind was blowing and it was dry. Through the day a number of different models flew including a French scale model, Fillon's Champion, by Colin Hutchinson, very different from most. Looked a challenge to fly. Trevor in his inimitable style encountered a low TX battery while flying a Minimoa type scale model. All things considered it was a pretty tidy landing with an unbroken model. Our newsletter editor



had a good time with the exception of a model going free flight just after launch. Damage was not too bad. One of the MVSA guys launch a 12 foot own design with a rearward C of G. This resulted in a demonstration of the challenges of flying a model whose C of G is too far back prior to its arrival. Again, the repairs will not take long. Aside from this entertainment there was plenty of flying of the normal kind, if you included Trevor's inverted antics. He continues to avoid inverted landings though.

The rain held off skirting the slope through the day with just a short light shower. The wind did vary but overall was spot on for a good wang around with my Nix Furio. It was very relaxing with me taking a lesser spotted snooze behind the hump. Come 5pm there was a drift to the cars and packing up of models prior to heading off to the White Lion at Bourton



where we enjoyed a cracking meal and good company before heading home. →

July Club night talk by Steve Elkin on the Martin Baker Company



My Father worked for the Martin Baker Aircraft Company for 31 years 1959—1990. The company wanted a professional photographer to record on film all aspects of the Company developments and he was persuaded to join MB.

Recording the moment Sir Martin congratulated Doddy Hay after the first every static rocket assisted ejection in 1961.



MARTIN- BAKER AIRCRAFT COMPANY LTD

James Martin was born in Crossgar, County Down. He was an engineer by the time he was twenty years old, and shortly afterwards, designed a three-wheeled enclosed car.

He came to London in 1924 and invented various types of machines. In 1929 he moved to Middlesex, to what is now known as the Martin Aircraft Works. The company built a plane, the MB1.

Valentine Baker joined the company as a partner and they began to design fighter planes for the Royal Air Force, the MB3 and the MB4.

Captain Baker was killed trying to land the MB3, and this may have been a reason why Martin focussed his energy on methods of saving pilots' lives. The MB4 and the MB5 aircraft were developed.

Many of Martin's inventions, such as gun mountings and barrage-balloon cable cutters were produced. Many pilots were unable to escape from their cockpits during the Battle of Britain because the canopies would not open when damaged, Martin's first move into pilot safety came in December 1940 when Fighter Command asked him to develop a jettison able canopy for the Supermarine Spitfire, which was prone to jamming during the frenetic dogfights of the Battle of Britain.

Martin's answer was simple and effective: a red rubber ball dangling from the canopy pulled cables that unlocked restraining pins around the unit - instantly casting the canopy off into the airstream. It became standard on all Spitfires.

The Ministry of Aircraft Production invited Martin, in 1944, to develop an invention which would improve the survival rate of pilots, and he started to think about how a pilot could escape from an aircraft quickly, the ejector seat was invented.

It was so successful that by 1947, MB ejector seats were being fitted in all British military jet aircraft. He was awarded two honorary doctorates and an OBE and he was knighted. He won the Wakefield Gold Medal of the Royal Aeronautical Society, the Cumberbatch Air Safety Trophy (1959) and the Royal Aero Club Gold Medal in 1964.

THE STORY BEGINS

Mr Martin was keen to have his own design of aircraft, and so started with the MB1, which took to the air in April 1935.

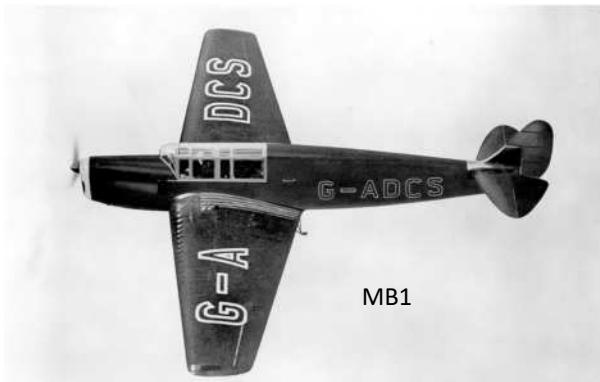
Captain Valentine Baker joined the company in 1934 as a partner and they began to design fighter planes for the Royal Air Force, the MB3 and the MB4.



Sir James Martin



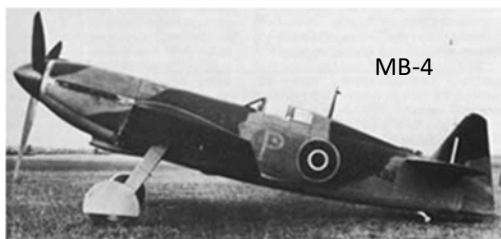
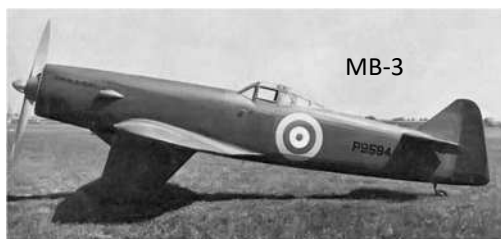
Captain Valentine Baker
Joined in 1934 to 1945



MB1



Captain Valentine Baker joined the company in 1934 as a partner and they began to design fighter planes for the Royal Air Force, the MB3 and the MB4.



The MB5 aircraft was developed next, a much more fighter looking aircraft, with twin counter rotating props, and fitted with a Rolls-Royce Griffon 83 liquid-cooled V-12 engine,



but none of the MB range ever went into production.

On 12th September 1942, during a test flight of the Martin-Baker MB3 prototype, Captain

Valentine Baker was tragically killed. The engine seized and he was forced to make an emergency landing, during which the aircraft wing tip struck a tree stump, causing the aircraft to cartwheel.

Captain Valentine Baker's death greatly affected Mr. Martin, so much so that pilot safety became Martin's primary focus. In 1944, Mr. Martin was invited by the then Ministry of Aircraft Production to investigate the practicability of providing fighter aircraft with a means of assisted escape for the pilot.

After investigating alternative schemes, it soon became apparent that the most attractive means would be by forced ejection of the seat with the occupant sitting in it, and that the most effective means of doing this would be by an explosive charge.

The Martin-Baker ejection seat was born.

EARLY EXPERIMENTAL WORK

Physiological Considerations

There was at that time, no information on what the human body could withstand in the form of upward compressive thrust. Some data was available concerning somewhat lower "G" forces applied horizontally in catapult launching of aircraft, but it was obviously inapplicable to the new problem. It therefore became necessary to carry out tests to determine the amount of upward "G" force the human frame would tolerate, and the idea was conceived of shooting a seat up a near-vertical path, loading the seat to represent the weight of the occupant, and measuring the accelerations and rates of rise of "G" involved.

A 16 foot test rig was built in the form of a tripod, one of the legs being in the form of guide rails. The seat was propelled up the guide rails by a gun, consisting of two telescopic tubes energised by an explosive cartridge. The guide rails were provided with ratchet stops every 3 inches, so that the seat was automatically arrested at the top of its travel.

The first dummy shot with the seat loaded to 200 lb was made on 20th January 1945, and four days later one of the Company's experimental fitters, Mr. Bernard Lynch, undertook the first "live" ride, being shot up the rig to a height of approx. 5 feet.

In three further tests, the power of the cartridge was progressively increased until a height of 10 feet was reached, at which stage Lynch reported the onset of considerable physical discomfort.



Ejection Seat MK1



Ejection Seat MK2



Sir James Martin studying effects of the first test shot using sand bags to represent the human body



Bernard Lynch prepared for the first live test shot – January 1945

As the mean “G” being applied at this time was still less than 4, it was necessary to investigate the nature of the acceleration and the reason for the severe physiological effects produced.

In order to study the structure and physical limitations of the human spine, Sir Martin arranged to see a number of spinal operations being performed, and later obtained a human spine for mechanical tests. From this study and from the records of further tests on the rig, he discovered that the damage was being caused by an excessively high rate of rise of “G”, being in the order of 600 to 800 “G” per second. Following further study, Sir James came to the conclusion that injury to the spine would not occur if the following conditions were fulfilled.

- 1- That the peak acceleration should not exceed 21 g and that this peak should not be held for longer than about 1/10th of a second.
- 2- That the onset or rate of rise of “G” should not be greater than 300 g per second.
- 3- That, in sustaining this acceleration, the body should be held in a position to ensure that adjacent spinal vertebrae are square to each other.

These factors are now generally accepted as design criteria for ejection seats.

Alterations were now made to the seat to meet the new conditions. To ensure that the “G” came on relatively slowly and did not exceed the first two conditions, a two-cartridge gun

was designed, in which the first cartridge started the seat rising smoothly and the second cartridge was fired by the flame when uncovered by the moving piston, building up the pressure gradually to the maximum required.

To cater for the third condition, the sitting posture in the seat was altered by rearranging the footrests and by the adoption of the face screen method of firing the seat. In this method, the firing handle was positioned above the occupant's head and attached to the handle was a screen which, when the handle was pulled forward and downward, completely covered the occupant's face.

The advantage of the scheme was two-fold; in reaching for the handle, the occupant automatically assumed the correct attitude by straightening his back and squaring up his spinal vertebrae, and the screen afforded the necessary protection to the face from air blast as the seat left the aircraft.

The first dummy test with the new design was made on 20th January 1945, and the "G" curve obtained of the shot to the maximum height of the rig showed the desired characteristics. However, as the seat was now overshooting the available travel, it was not possible to check the physiological effect by means of a live shot, so it was decided to design and construct a 65 foot test rig.

Lots of testing and experimentation was still taking place on the company test rig, at the Denham based factory, initially, with dummies, with sensors on, to eventually a human volunteer to experience the extreme pressures of the ejection process.

First Live Ejection

At this stage it was decided to make a live ejection and on 24th July 1946, Bernard Lynch ejected himself from the Meteor at 320 m.p.h. IAS at 8000 feet.

The main features of the seat used in this ejection were:-

- A - Face screen firing control to ensure correct ejection posture by squaring up the spinal vertebrae and also to provide protection to the face from air blast.
- B - Two-cartridge 60 feet per second ejection gun, ensuring an acceptable rate of rise of g forces.
- C - Drogue gun fired by static line after seat had risen 24 feet and drogue gun deployed clear of seat vortex.
- D - Seat stabilised in horizontal position and slowed down by the action of a single 2 foot diameter drogue.
- E - After a delay, controlled by the hydraulic release, the pull of the drogue was transferred from the seat to a 24 foot supply dropping parachute attached to the seat. This parachute then developed and supported the seat and occupant.
- F - The occupant then unfastened his seat harness, pushed himself away from the seat and when clear, pulled the ripcord of his personal parachute and made a parachute descent, the seat meantime came down on its own 24 foot recovery parachute.

The whole system worked successfully and Lynch made a perfect landing; this was the first

live ejection from an aircraft made in England. Since then Bernard Lynch has made 30 live airborne test ejections, which courageous acts have earned him the respect of pilots all over the world.

The photo on the right shows Bernard Lynch seated in the rear cockpit of a Meteor 3 aircraft before carrying out the first live ejection.

Note there is no canopy for the rear cockpit .

At this point in the development of the ejector seat, the pilot had to release himself from the seat, and make sure he was clear of it before pulling the “rip cord” so the next step in the design work was to make a seat that was fully automatic and detached itself from the pilot, and then the main parachute was deployed automatically as well.

On 30 May 1949, Test Pilot John Lancaster became the first pilot ever to eject in an emergency from a British aircraft when the flying wing A.W.52, TS363, out of Bitteswell, developed an oscillation in pitch during a shallow dive from 5,000 feet, whilst in flight east of Leamington.

The plane which was on the secret list, crashed in open country near Leamington Hastings. Jo Lancaster parachuted to safety and landed in a field at the rear of The Cuttle Inn at Long Itchington narrowly avoiding 'touch down' in the adjacent canal. It was the first ever deployment of the Martin-Baker ejector seat in an in-flight emergency.

As the speeds of the modern fighter increased, it was clear that the cartridge type gun was not ejecting the pilot fast enough to clear the tail fin of the aircraft, so the rocket assisted seat was created. A specially constructed test track was built at the Martin-Baker site in Northern Ireland, and testing began as shown in photo.



As things developed, it was realized that pilots, under certain circumstances, may need to eject from a stricken aircraft that was on the ground, and so the “Zero-Zero” seat was designed, zero altitude and zero speed.

Underwater Ejection

An underwater escape system has been designed by Martin-Baker to provide automatic escape from submerged aircraft, even though the occupants may be unconscious. An ejection seat fitted with this underwater system is capable of ejecting the occupant from the aircraft, separating him from the seat and bringing him to the surface by means of a fully inflated lifejacket, no action whatsoever being necessary by the seat occupant.

Incorporation of the underwater system provides the standard seat with this additional facility, but in no way affects the normal ballistic operation of the seat during an airborne ejection.

Modifications to the seat consist of an air cylinder mounted either on the seat or on the aircraft bulkhead and charged to 3000 lb per square inch. Air from this cylinder is released at a pre-set depth as the aircraft sinks, and pressure is directed into the ejection gun cylinder. This results in the extension of the ejection gun tubes and subsequent seat ejection.

Air is also piped to a drogue gun trip rod release unit to disconnect the trip rod, to prevent the gun from firing and thus prevent the drogues from deploying.

The time-release unit operates as in a normal ejection to give seat/man separation. Bladders positioned behind the parachute pack and beneath the survival pack inflate during separation, to push the occupant clear of the seat.

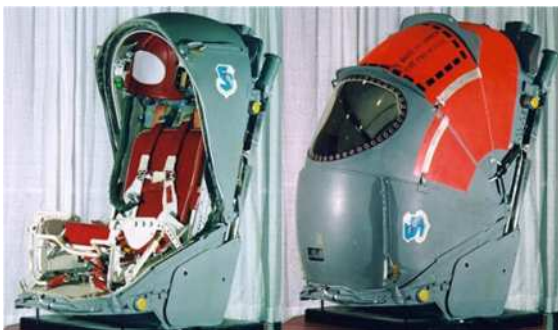
Parachute deployment is prevented by severance of the parachute withdrawal line by a guillotine as the occupant leaves the seat. After separation from the seat, the occupant rises to the surface aided by his inflated lifejacket, which is inflated by pressure from a CO2 cylinder mounted on his lifejacket, and actuated by air pressure from the air cylinder.

Experimentation was also carried out fitting a water pressure sensor on the side of the fuselage, that would automatically fire out the seat, at a pre-determined depth, in the event of the pilot being unconscious.

Martin-Baker has also developed a range of crashworthy seats that meet the specialist safety needs of the helicopter and fixed wing community.

Experiment work was also looking at the possibility of building escape pods for very fast and high flying aircraft, such as the U2 and SR71 Blackbird, so giving the pilot extra protect in this harsh environment, at very high altitude, but, as will be described in the following video, it was not really practical because of the extra weight involved in the seat unit. ➔

Steve Elkin



Treed your model! Call Paul Akery NOW!

By Colin Hutchinson



I suppose it was inevitable that I would land in a tree at some point, but you don't win comps unless you take the odd chance. On reflection, perhaps I should have waited until the second flight to sail off into the middle distance!

Orientation very soon became a problem whilst flirting around the top of the oak, then his mighty branches reached out and grabbed it! Well, that's my take on it! I was lucky in one way in that the oak was in the flying field, so I did not have to knock on any doors and ask for my model back!

Roger Stacey has caught the faint image of my Flow 5 in the uppermost branches. You have to look hard to see the machine as it is resting on the top of the branch, but the right wing tip, nose, tail assembly and a bit of the left wing root are visible.

So I have joined the excellent company of Trevor and Barry who also landed in the oaks along the same edge of the field.

Barry took some great shots of his Sharon being very carefully lowered to the ground, first the fuselage and then the wing. Paul Akery even dismantled it whilst in the tree.

Now all this is really to promote Paul Akery's tree climbing services. Not only is he a very pleasant chap, but he is as careful with your pride and joy as you would be, and is available on 07737332029.

I was lucky in that I called him Monday morning, and he was up the tree by 12.45pm the same day, but he may well be working on a garden somewhere and not be available for a few days. The best bit is he is happy to rescue your model for £50.

So as recommended by Trevor, Barry and Colin:

Paul Akery

07737332029

Very careful tree rescues.

Ps don't tell my Mrs that I go to the TVSF field and play with Flow, she might get a bit suspicious!

Pps, Paul also flies quadcopters, and has considered joining the club. He would be a very useful club member, don't you think? ➔



TVSF MINIGLIDER REPORT 13.8.17

By John Price



Well, they were, without doubt, the best weather conditions we have ever experienced in the 12 year history of the TVSF Miniglider League. (Global warming?- bring it on !)

I arrived early to trim out a Blaster I had modified. The first flight went straight into lift.....5mins 20secs. So did the second.....and the third. Things looked promising.

6 competitors gathered for a very eventful day. David immediately ran into problems when he needed to adjust a servo and dropped the arm screw in the long grass, so he had to go home for a spare. When he returned his second(?) flight started disastrously when the fuselage broke just in front of the tailplane as it left his hand. It fluttered to earth from about 20 feet. So that was the end of his comp but he sportingly stayed on and timed for Mike. The fuz had been weakened by an earlier crash caused by a duff servo.

The comp progressed with a lot of good air. It was clear that a good sprinkling of maxes were being achieved. On one launch I caught an aileron horn with my hand causing the right aileron to be pushed up about a centimetre. I put in full left trim and had to hold half left stick.....and it still did a max!

A few flights after that I launched into a clear blue sky and POW! My Blaster went through Colin's FLOW. Oh dear. His fuz was broken and the Flow fell to earth. Being the sportsman he is he cursed me roundly. £s will change hands. I was mortified.....he had damaged my wing! No, seriously though Col, I'm very sorry.

We both changed models and the comp continued.

After the comp I was amazed (appalled) to see that Peter and Colin had both got 8 maxes. 8 flights count so that is a perfect score. That has never happened before and there is a high probability that it will never happen again.

On count back, on their 9th flight, Peter did a few more seconds than Colin so he was the winner. Very well done.

Mike did 6 maxes and Roger and I did 4 each, so that is a total of 30 maxes for the comp.

There never were such days.

I am not afraid of crashing, my secret is . . . just before we hit the ground, I jump as high as I can. — Bill Cosby

In America there are two classes of travel — first class, and with children. — Robert Benchley

F3K Open 15/7/2017

By Mike Fantham

Another good contest with 15 entries. Many thanks to TVSF for the use of the field - I now have another £25 to donate to club funds, making £50 total for the two events.

I put the first direction signs out before 0800 on the Maidenhead road and got to the field at 0805 to find Martin setting up – he had already turned the trailer to make room for cars to pass it. We had a chat about the traveller problems and it's easy to see why he is nervous. He didn't seem concerned about leaving the gate open all day, because we were present and visible, but I locked it anyway at about 1010 when all had arrived. It had to be opened twice and relocked for a late arrival and early departure.

Martin Dilly, BMFA Vice President, came along to take some action pictures for possible BMFA publicity use. We had just one spectator, who was expected, having applied via the BARCS Forum.

I saw my first thermal at about 0815 as a Buzzard made a good height gain across the boundary between Big Barn and the field to the north, crossing Weller's Lane about 100m north of the field gate. That was the wind direction all day and it was only about 8 mph at first. A keen few arrived before 0900 and all were in by 1000. The air was soon full of F3K models warming up for the event. I held a briefing at about 1030 and warned of the Horse field no-fly zone during other announcements.

A couple of models came within about 75m of the south east corner of that field but they were well up in lift and I didn't need to warn them over the PA. We got started at about 1040 in what proved to be tricky conditions for the first task:

As many launches as you like in a seven minute window but just your last throw to score with a five minutes the maximum time to be recorded.

The best flights in the three slots of five flyers were 4:05, 2:44 and 3:47. Round 2 was interrupted by a brief shower but later, there was a 90 minute period of rain that had us hiding in the cars. The rain stopped about 1310 and gave way to a brighter afternoon.

Conditions were more thermic and warmer in the afternoon and some higher climbs were seen. These small models are really agile and it's great to see the experts getting away from 10m in the weakest and tightest of bubbles - you're not



Pos	Name	Score	%
1	Michael S	4,984	100.0%
2	Mike C	4,933	98.98%
3	David P	4,736	95.02%
4	Simon B	4,730	94.90%
5	Neil H	4,438	89.04%
6	Phil C	4,370	87.68%
7	Gavin S	4,022	80.70%
8	Marin M	4,011	80.48%
9	Neil P	3,785	75.94%
10	Luke J	3,490	70.02%
11	Carlos DS	3,431	68.84%
12	Lorry G	2,959	59.37%
13	Nikola A	2,882	57.83%
14	Dave H	2,793	56.04%
15	Matt K	2,762	55.42%

down 'til you're down! The modern F3K also comes back faster in a breeze and with less height loss than the models we had 5 years ago and doesn't need loads of ballast to do it. As a bonus, the new lighter models launch higher too.

The wind was SW all day and about 8-12 mph. We didn't see the sun but there was considerable lift at times and some great flying. Mike Stern won with Mike Challinor 2nd – both UK Team members. In Third, our own TVSF member, David P! Brilliant. If David hadn't really messed up in round 5, Poker, he would have won! ➔



Matt



Mike C and Marin formation flying



Phil gets away



Marin at the back and Carlos - aka 'Lord of the Landout'

Whitesheet Sloping with the MUSSEs

By Colin Hutchinson



Whitesheet lived up to expectations on Thursday 3rd August. The wind was just about due SW, forecast to be around 20mph, but was actually 20 to 25 for 90% of the day. In the mix during the day were three show-ers, but these were light and in the event were just an excuse to sit down and drink coffee, or eat the boob cake that Graham brought. Trevor, Graham and I were joined by Barry Hood, and later in the day several local flyers arrived.

Some of the MUSSEs had not been seen on a slope for so long they were excited to the point of dancing. Proof of this can be seen in the shot of Graham immediately after he arrived. He was so looking forward to flying that before he rigged a model he just had to wiggle! Well, that's my explanation anyway.

I flew my Pat Teakle Salto, which means that the conditions were really good. It is a heavy model with a semi-symmetrical wing-section, and at 4 meters span, and with a fat fuselage, is tricky to launch. However, at Whitesheet you can stand on the edge of the slope and release the model straight into the lift. In other words, it is flying as soon as you release it. Rather disappointingly it does not make much noise in the air. Despite a great deal of height being available to dive and swoop during just about every flight, the best I could wring out of it was a whoosh as it went past. The question that is always in my mind about the Salto is, "Is it the most beautiful aerobatic glider ever designed?" Answers, dear Readers, on an email to Uncle Tony.



Now, most of you will know that Trev has had a dose of the stones recently, of the kidney variety, and considerable discomfort has been experienced. The good news is that he was free of the agonising pain associated with this condition, (much worse than Slippersyloperitis), and had a very good day, his first for many weeks.

So good he did not damage any of his gliders, kept his battery firmly in place in his yellow and red aerobatic jobbie, but did mangle the air above Whitesheet somewhat!

He also flew his Flying Fish, as did I, and although they were in the air together at one point, we did not crash into each other, or fly each other's fish. (There must be a joke in there somewhere, but it is probably not printable.)



Barry flew his rocket ship of a foamy racer, the M60, which really is the fastest wing I have seen recently. It is bound to win the next slope racing comp, if we have one, and has one other excellent characteristic - it lands in trees and then falls out on its own!

He also flew his magnificent ASW 20 which is not only beautiful, but makes the most wonderful noise when zooming past.

The only disappointment of the day was the fact that Graham had brought along his fabled 4.5 meter Topmodel Ventus 2CX. He has spoken about it to me for some months now, claims to have finished it, but has yet to prove its existence by getting it out and flying it, and I am afraid to say that on this trip it stayed in the car. Never mind, it will be even more exciting when it does emerge into the light of day.



I mentioned that the day was punctuated by three light showers, and it was during one of these that Graham announced that it was his birthday, and he had brought along his customary cake, of

the boob variety – actually it is a series of iced buns, each with icing and a cherry on top, welded together to make an enormous b*censored**! Whatever it was called, it was delicious.

Whitesheet really is a great inland slope, and with a 25mph breeze hitting it all day, it provides an excellent day's slope soaring entertainment.



Trev in seventh heaven

Remarkably it has little or no rotor in the landing area, so landing is relatively safe and easy. At this time of year the grass assumes the mystical qualities associated with your first Keil Kraft free flight model, and is very forgiving when landing.

All-in-all, a wonderful day's sloping, may there be many more. ➔

Colin



Barry's M60 shredding the air

So good were the conditions that Barry flew his magnificent ASW 20 twice



You can see that the strength of the wind was high from the shots of Mr and Mrs Dulux

Schleicher ASK 18

By Clive Learwood

When I started in built up scale gliders ten years plus planes where generally $\frac{1}{4}$ scale at around 4 meters span, some a little smaller, some bigger. CAD was not in use then, nor was good quality laser cut parts.

A couple of yeas ago I decided to build a $\frac{1}{4}$ scale Slingsby Skylark 3b. Apart from an initial issue with the tow release, overcome with a bit of surgery and a use of different mechanism all was well.

So what to build next?? The dear old Flair K8 is nice for light conditions, but not on windy days, The Loravia Topaze is OK up to about 12 MPH wind. How about some thing bigger and heavier, still a woody not GRP.

Around that time Jilles Smits who is a scale model designer living in Brisbane Australia was just finishing a CAD designed Schleicher ASK 18 at $\frac{1}{3}$ scale with a 5.3 metres span. Jilles uses a Solid Works CAD package emailing CAD files to Cliff Evans of Lasercut Sailplanes based in Bristol.

The ASK18 is the last of the old type sailplanes with an airframe of welded steel tubing and wood, fabric covered along with a fibreglass nose cone The prototype first flew in late 1974.

Cliff produced an initial couple of kits for one of his friends to build check out and fly. In mid summer 2016 at the Schriivenham aero tow meet I took possession of bags of around 200 plus bits of laser cut formers and wing ribs etc. along with a number of large sheets of plans and a huge cockpit canopy from Sarik Vacform.

The build was started in August commencing with the fuselage. (See Pic 1,2 and 3). No need for a jig just glue the fuselage formers behind the cockpit making sure all are square, then progressing towards the nose.



Thereafter gradually moving towards the tail end. Before going too far I made a simple jig/ support to maintain a level for the upper longeron. However instructions on the plan suggest

building the fin and holding in place prior adding formers right to the tail. Finally all of the outer ply sheeting was added.



Attention could then be turned to construction of the wings. Each wing is in two parts. So its just like making four wings on a smaller plane. This is the usual Jilles/Cliff construction technique. Glue the parts of the spar web together, then glue bottom spar in place, place on new flat building board, mark out location and angles of ribs, drop pre-glued ribs in place. I do not glue things together over a paper plan.



Simple, have a few cups of tea, watch the Tele and wait for all to dry. Add trailing and false leading edge. Basic construction of one inner panel finished. (pic 4). Repeat for other wing. Being careful NOT to build TWO panels the same. Now for the first bit of fun, insert wing tubes in place and attached both wing panels propping up the trailing edges.

Warning Fuselage is 2 metres long, wing assembly is just over 3 metres. (Pic 5, no guesses where this was taken in my house).

Issues. A phenolic wing tube was initially flitted, fortunately it was NOT GLUED in. It was noticed some weeks later that one of the tubes was delaminating. All three, two panels and the piece in the fuselage were hastily removed and eventually replaced with a fibreglass tube and matching glass rod (one inch diameter). Tailplane/elevator assembly and rudder were then constructed. (pic 5 shows the assembled airframe less wing sheeting)

Now came the outer panels, similar construction to the inner panels, with ailerons build in, to be cut away at a late stage.

Wings were sheeted with 0.4mm ply (1/64 inch). Five 48inch x 12inch sheets were used in total. (pic 6, taken early November)

The next few months were taken up fitting the spoilers, servo less type, all wiring, tow release, all servos (2 for elevators) sculpturing the nose block, making the cockpit frame, engineering a catch and hinges. Picture 6 shows the model before covering.

Pic 7 shows the final model.

The original aim was to have everything ready for the April 2017 aero tow meeting at Middle Wallop, this slipped to June meeting, however due to the time taken on assembly of the cockpit frame, all the messing about with hinges and catch. I failed again. So we are now waiting for the September meeting.

It's a big, heavy model, weighing is at a few grams under 11Kilo's, its taken nearly 11 months of my time, endless hours oh head scratching over some parts. Cost of Laser cut parts, Spruce strip wood, ply wood (especially the 0.4mm ply). Covering material(10meter roll of white) glue servos, receiver, batteries and things I have forgotten. In round numbers I would say £1,000

My next and a bit smaller model will be the Bergfalke II by Jilles in Australia, with Laser cut components by Cliff Evans at LaserCut Sailplanes. It will be a replacement for my original model that was sadly re-kitted a couple of years ago.

Having missed the June aero tow meeting at MW for the first flight I will have to wait until September. There are other places that the first flight could have taken place, but nowhere offers as much open space as Middle Wallop.





First Flight and more

The Weekend of 9th and 10th Of September, was another Middle Wallop (MW) aero tow event. The weather was a bit windy with broken cloud, wind was from the north west.

With Cliff Evans as the wing man, and Pat Marsden as the tug pilot the 18 took off after a short run, flying straight and level behind the tug. I released at a reasonable height requiring a fair bit of down elevator to maintain level flight.

After a short flight testing response to ailerons and rudder it was time to make the first landing, I flew a longish down wind leg turned into wind opened the spoilers and made reasonable landing.

In the evening I added a thin piece of ply under front of the tailplane seating and centred the trims.

On the Sunday, the weather forecast was not that good, reasonable wind in the morning, getting windier later in the day and rain in the afternoon. So off to MW again, 25 minutes away. We had two more flights in the morning before the wind became too much.

Overall not a lot of flights, but three successful ones.

We now await the next aero tow meeting at MW in early October.

Beyond the 18.

I'm now working on the build of another Bergfalke 11/55 as a replacement for the one I crashed a year or so ago. This particular version is also a design by Jilles in Australia with laser cutting by Cliff Evans. I film the construction progress on my iPad and mail the pictures to Cliff for adding to the "Build Log" on UK Scale Soaring website. →

TVSF Photo Competition Sept 2016

Report by Roger Stacey



The TVSF photo completion took place at the September meeting and the winners of each of the classes were

Class A - A TVSF member and model in action – 1st Barry Hood (Colin launching Trevor's Fox) , 2nd Colin Hutchinson (Pilot asleep in cockpit)

Class B - A TVSF member's model in flight – 1st Colin Hutchinson (Wolf flying), 2nd Barry Hood (Yellow glider)

Class C - Photo of any TVSF activity (or lack of activity!) – 1st Colin Hutchinson (Two old men), 2nd Trevor Hornby (Four yachtsmen)

Class D - A Civil Aviation photo – 1st Roger Stacey (Tiger Moth), 2nd Roger Stacey (Slingsby Skylark)

Class E - A Military Aviation photo – 1st Barry Hood (Red Arrows), 2nd Peter Williams (Catalina)

Class F - Any Aero modelling activity – 1st Mike Fantham (Storks and DLG) 2nd Barry Hood (Raptor and model)

TVSF Favourite – 1st Mike Fantham (Storks and DLG) [*Rear Cover*]
2nd Roger Stacey (Sea Fury)

Quality was high with plenty of choice for members to vote for.

Several different people ended up with bottles of wine for taking first place in a class.

The photo of a model flying with storks was certainly unique, although probably not so in the Ukraine where Mike found himself as the team manager of the British DLG team. Mike will be awarded the TVSF Photo Cup at the annual prize giving along with a bottle of wine.

Roger Stacey





A TVSF member and model in action - 1st Barry Hood



Class B - A TVSF member's model in flight - 1st Colin Hutchinson



Class C - Photo of any TVSF activity (or lack of activity!) - 1st Colin Hutchinson



Class D - A Civil Aviation photo - 1st Roger Stacey



Class E - A Military Aviation photo - 1st Barry Hood



Class A - 2nd Colin Hutchinson



Class B - 2nd Barry Hood



Class C - 2nd Trevor Hornby



Class D - 2nd Roger Stacey



TVSF Favourite - 1st Mike Fantham



Class E - 2nd Peter Williams



Class F - 2nd Barry Hood



TVSF Favourite - 2nd Roger Stacey

The photo of a model flying with storks was certainly unique, although probably not so in the Ukraine where Mike found himself as the team manager of the British DLG team.

In a lull between the speeches at a dinner celebrating Donald Trump's success, Melania trump leans over to chat with Sarah Palin.

"I bought Donald a parrot for his birthday. The bird is so smart, Donald has already taught him to pronounce over 200 words!"

"Wow, that's pretty impressive", says Sarah, "But, you do realise that he just speaks the words. He doesn't really understand what they mean".

"Oh, I know", Melania replies, "But neither does the parrot!!".

A LESSON LEARNED.

By John Price

I wasn't going to tell anyone about this incident but as Tony needs material for Lift, I will. I will just put someone else's name at the end.

Last year I bought a rather lovely, second hand, Piper Pawnee. About six foot span and electric powered.

A few days ago I decided it was time to finish setting it up. I just had the ailerons and flaps left to do. I took it out into the garden and plugged the wing servos into the RX, but did not attach the wings to the fuz. I had nearly finished but decided to swap the flaps from the left slider to the right. This involved scrolling through the TX functions to get the correct one.

Suddenly the motor went to full throttle and the Pawnee set off rapidly across the lawn, dragging the wings behind it. Fortunately I had recently pruned some shrubs and the cuttings were in a big pile in the middle of the lawn a couple of yards away.

I immediately pulled back on the throttle stick but of course now the throttle was on some other TX control and my poor old brain hadn't worked out which one. The Pawnee ploughed into the pruning's, shredding the prop tips. I grabbed the nearest part of the plane, the rudder, to pull it back, but it came off in my hand! Then the prop stopped rotating and the motor emitted a high pitched scream which only stopped when I unplugged the lipo.

On inspection there was surprisingly no damage to the airframe and the ESC seems to be working OK.

It is a rule of mine that I remove the prop when setting up a model. On this occasion I was lulled into a false sense of security partly because I was in the garden (nothing valuable close by) and I had previously set up all the fuselage controls, and just had the wings left to do.

In future I will only put the prop on for flying. For extra safety, maybe not even then.→

John Price.

Thank you John for sharing an amusing moment, are you sure you won't tell us who was the instigator of the run-away Piper John! (Editor)



The Irish patient who hobbled into the Surgery waiting room.

"I hope to God the doctor finds something wrong with me because I'd hate to feel like this if I was well!"

"Your glass is empty O'Flaherty, will you be having another?"

"And why would I be wanting two empty glasses?" replied O'Flaherty.

Trek to Toulouse

Greg Lewis



It is rare in life that the stars align and things all work in your favour. So when my partner suggested a last minute break to the South of France, I wondered if there might be a French F5B event going on during our stay. Using the wonders of modern communications, I found a post on the RC Group Forum that uncovered the fact that the French Silent Flight Nationals were being held just south of Toulouse on the Friday of our trip.

Checking Google Maps I could see it was going to be a 2hr 30 minute trip from our base close to Bordeaux. Luckily my partner is very supportive of my flying so gaining approval to go was fine. Having just spent the day supporting her doing a Half Ironman I had a good store of brownie points in the bank.

As all modellers do, I kept an eye on the weather and with a few days to go the forecast settled into what looked like a super day for flying. Clear skies, 38degrees with a light to moderate breeze. I made sure I packed my sun cream and hat, as well as plenty of water.

An early start was called for and I left the B&B at 5.30am. Traffic was light and progress was excellent until I reached Toulouse. As the traffic backed up slightly on the ring road I thought "where are all these people going on a Sunday". Then I realised it was a Friday. Easy to lose track of the days when you are on holiday. It was hardly a traffic jam and it added just a few minutes extra to the predicted journey time.

Muret MFC, South of Toulouse was the host club for the event and their flying field was superb. Doing some checking on Google Earth before going the site, it looked perfect for F5B. Upon arrival it was confirmed to be a first class facility with a tarmac runway and a large grass area perfect for gliding.



In typical French style, competitors were greeted with a coffee and croissant at signing on. I was made to feel very welcome. Julien, one of the younger French F5B pilots who I had chatted with on RC Groups, made me feel particularly at home. We soon had our base for the day set up close to the flight line.

After a short pilots briefing, we found out that Round 1 had to be delayed because the sun was directly in the line of sight of the course. So it was agreed we would start at 10.45am.

In France they run a similar set up to the UK with a beginner's class and a full FAI event. The beginners class is restricted to a 2s flight pack. A number of the FAI pilots fly in both classes to get the most out of a days flying.

Round 1 started and the sun was still a little tricky for most flyers. A good lap score for a 2s plane was 33 to 36 legs. After the 2s pilots had flown the full FAI class started with Michel Uzan opening the proceedings. Michel is close to 70 years old but is still one of the best F5B pilots in France and is an excellent flyer. Michel set a bench mark of 43 legs with his first flight and needed 4 seconds of motor run to complete the 10 minute duration task.

I was next up and flew 47 legs and completed the duration task with no further motor run time after my initial duration climb. However, in the light winds I arrived a little too fast in the landing area and missed the 30 points. The ground was rock hard so I decided not push the plane into the ground and with the slide I ended up in the 10 point circle.

This cost me the round win to Roland Henninot who flew 45 legs but hit 10 minutes on the nail and 30 points landing. Roland scored 1,000 for the round and I was in 2nd place with 996.8. Claude Beguin and Michel Uzan were then in 3rd and 4th with 978.7 and 977.8 respectively.

One of the other measures taken in F5B is the amount of power used for the flight which is measured using a Unilog or similar sensor. We are allowed 1,750Wmins for the flight. If you breach this value you start to incur penalty points. There was a few raised eye brows at how I had done 47 legs off 1,604Wmins and my SD card from my logger was requested to see all of my settings were in order.

CD for the day was a lady from the French Model Flying Federation who spoke perfect English. She was little uncomfortable with some of the French pilots asking her to check my logger settings. This was soon smoothed over when I gladly offered to hand my SD card over and said keep for as long as you like to check. More oil was poured on troubled water when the top French pilots were told that I was competing as a guest and could not win the French Champs as I was not a French citizen.

Time was now just after 12 noon and Round 1 was completed. In great French tradition lunch was served. This was provided by a local flyer who runs a catering business and had a wonderful refrigerated van. Lunch was served in true Galic style with cold meats, salad, cheese and baguettes followed by Tarte Tatin and coffee to wash it down.



Round 2 started at 2pm and the CD asked me if it was going to be a problem if we had to fly into the evening to complete the scheduled 4 rounds. I calculated I would still be back in plenty of time for dinner, so advised her that this was no problem.

As I readied my plane for the this flight I noticed the temperature in battery heater box was now up to 43.8degrees which was surprising as there was no power going to the heating of the box. It was being heated by the ambient temperature – it's was a very hot day.

Michel improved his lap score to a 44 with Roland and Claude matching each other on 45 legs. I made two mistakes in my flight mainly caused by me not being able to hear the course buzzer due to people talking behind me. This meant I had two motor ons when leaving the course so I had two legs removed from my score. However, I still managed 46 legs and again the abundant lift allowed me to complete the 10 minutes duration without using any extra power and I hit the spot within 1 second of the count down. This allowed me to move ahead of Roland into 1st place after two rounds. Julien Lepissier who had been very much involved in helping me get to the event and helping me during the day posted an excellent 43 laps. Julien is fairly new to F5B and is progressing rapidly.

Round 3 started with lighter winds and an expectation of faster conditions. Most pilots improved their lap score with Roland hitting 47 legs, Michel moving up to 45. However, his closest rival Claude dropped to 43 which proved costly in the final results. Julien improving by 1 lap to 44 legs. Good air and flying slightly more aggressively got me close to 48 legs with a 47 and climbing out close to the Base A before the distance/speed task time finished to get no motor penalty for the duration. Again I found very strong lift. In fact so strong I flew around inverted for a while and the plane was still going up. On checking the vario after the flight I was in lift yielding 11m/s climb rate. 1 second over on the 10 minutes and 30 points gave me Round 3 and 1,000 points.

Round 4 Julien pointed out to me that I was now in an unbeatable position and should throw caution to the wind and go for it on the last speed/distance task. Conditions had improved further with the temperature just easing slightly. Attrition had taken its toll on both the flyers in the 2s and FAI class and only 5 flyers flew in the FAI class in the last round. So we cracked through the flights and it looked like even if the prize giving followed the same relaxed format of the signing on and lunch, I may be home in time to go out for dinner with my partner.



I have to say that the French fliers were extremely welcoming to me and very encouraging both before I arrived and on the day. As I took my place to fly there was an expectation from them that I would really go for it. When I squeaked over the line at Base A with 1 second to go and hit 48 legs, there was a big cheer and applause. I was a little early on the landing and lost 5 seconds but hit the spot for 30 points for my highest scoring flight of the day.

A man in a dark polo shirt, shorts, and a cap stands on a grassy field, holding a large model airplane with a Union Jack design. The plane is oriented vertically, with its wings spread wide. The background shows a line of trees under a cloudy sky.

Closing Session

Sans being the official results. Andreas Fricker who works for Airbus in Toulouse and speaks perfect English made a very nice speech about me making the effort to travel such a long and was very gracious about the results.

A great event with super friendship and hospitality. I would love to go back next year. Thank you to all of the fliers and helpers for putting on such a great event.

[illegible]

The Wales week in pictures – and a few words. *Trevor Hornby*



Saturday

The journey up – overcast and generally soggy ... and this trip I could actually see out through the back window.



Sunday

Graham offers the damp breakfast forecast ... and then confirms with the real time option. Hmm no flying today.



Monday

Annie's in the west about 40 mph at the edge

A seagull needed rescuing as did a deceased flying fish resting between the rocks



Tuesday about 35 mph Some started at Rhiw



And a group went to Annies later



Wednesday

Tony Morgan managed his usual size breakfast ... and later a few got the bikes out



Graham went over to Annies to Solo

Wednesday evening we had a great meal with chief Graham S supported by Terry and Tony R

Thursday

We made it to Rhiw and the 40 mph plus was interesting! The main cover was behind the trig point



Terry, and against his own advice, launched for me from up by the trig point and on release it swung to almost to knife edge one way to knife edge the other way before control was achieved



Friday – a packed day of almost everything, Headless aerobatics in the play area ... Rudder-less floundering in the estuary Ian little power boat



Another trip to the boat yard and Zinc ... meanwhile back in the garden



In the afternoon the group seemed to rally for a finale on Ceiriad in the SSW



Terry, again against his advice launched the Fox (2nd time it worked)



Saturday

I left about 6:45 and surprisingly at that time there were only about 4 cars left in the car park! I had a pleasant drive home.

Summary: A great week of variety but sadly missing Chris who was too ill to make this session. We look forward to next April now with a full compliment.

An electronic problem for you to solve

By Colin Hutchinson



I bought a second hand glider some years ago, even though the owner said it had a terrible habit of spiralling in during left turns!

I set about refurbishing the machine which was generally in good condition, just in need of tidying up. I resprayed the fuselage, adding some non-scale lettering, and pilot, and some non-scale instruments. I then repainted the tips of the wings, rudder, fin, tail plane and elevator, and stood back and admired my handiwork. Not bad, if you stand 10 yards away, and take your glasses off!

However, once I had plugged it all together and switched the radio on I discovered a curious problem, which is presumably why the previous owner thought it had a nasty tip-stall.

The ailerons worked OK both left and right, but quite by accident I discovered that if you flicked the aileron stick right the servos returned the flying surfaces to neutral. However, if you flicked them left, the left aileron servos stuck up, and would only go back down if you waggled the aileron stick a bit. Oooer, how strange, the servo must be dodgy.

So I changed the servos, and low and behold the problem was still present!

I then changed the servo wire, and the problem disappeared!

What was wrong with the servo wire? I did not test it, I just chucked it out, but all I can think of is that the wire had become damaged in some way or other, and was unable to handle the high voltage required by fast servo movement. So perhaps some of the wire strands had become broken, or perhaps even damaged during manufacture?

What do you think?

Write to Tony and let him know, or tell him of your own experiences with dodgy servos, wires, etc

Colin

Thank you Colin, has anyone had similar problems with servo leads? If so I will publish any comments you have in the next issue of LIFT. (Editor)



*Church Ladies With typewriters . . .
The Fasting & Prayer Conference includes meals.*

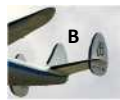
*-----
The sermon this morning: 'Jesus Walks on the Water.'
The sermon tonight: 'Searching for Jesus.'*

TVSF Puzzle Corner

Answers to the quiz in LIFT84
 “Can you identify these aircraft?”



- A— Gloster Meteor
- B— Lockheed Super Constellation
- C— De Havilland Dragon Rapide
- D— Bleriot XI
- E— Cobalt XB 70 Valkyrie
- F— Lockheed Lighting
- G— Blohm & Voss Bv.141



A new set of WW1 clips for you to identify.



A



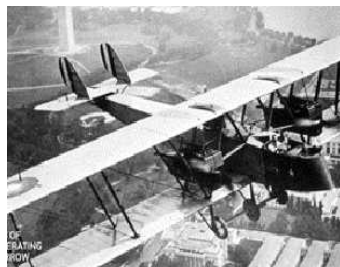
B



C



D



E

Musings from my anonymous friend.

- Hello! Gordon’s pizza?
 - No sir this is Google’s pizza.
 - Sorry, I must have dialled a wrong number?
 - No sir, Google bought out Gordon’s Pizza a short while ago.
 - OK. Take my order please.
 - OK sir, would you like your usual?”
 - The usual? You know me?
 - According to our caller-ID database, your last 12 orders were for pizza with cheese and sausage toppings, thick crust and crisp.
 - OK! That’s it...
 - May I suggest this time you add ricotta, arugula with dry tomato toppings?
 - What? I hate vegetables.
 - Your cholesterol is not good, sir.”
 - How do you know that?
 - We cross-matched your phone number with your name and your online medical portal. We have the result of your blood tests for the past 7 years.
 - Okay, but I do not want those toppings, I already take medicine ...
 - Excuse me, but you have not taken your medicine regularly.
 - We can see from our database, 4 months ago, you only purchased a box with 30 cholesterol tablets at CVS.
 - I bought more from another pharmacy.
 - Such a transaction is not showing in your credit card account.
 - I paid in cash.
 - But you did not withdraw that much cash according to your recent bank statement.
 - I have another source of cash.
 - That is not showing as per your latest tax return unless you obtained it from an undeclared income source.
 - WHAT THE.....
 - “I’m sorry, sir, we use such information only with the intention of helping you.
 - Enough! I’m sick of Google, Facebook, Twitter, WhatsApp. I’m going to an Island without internet, cable TV, where there is no cell phone service and no one to spy on me.
 - “I understand sir but you’ll need to renew your passport first as it expired 6 weeks ago!
-

That’s all for this issue of LIFT, to be sure to get your articles to me early for the next issue.

tonyridler@outlook.com

